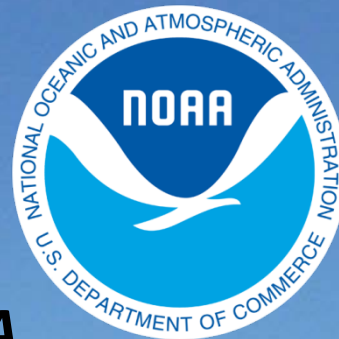


# BookletChart™

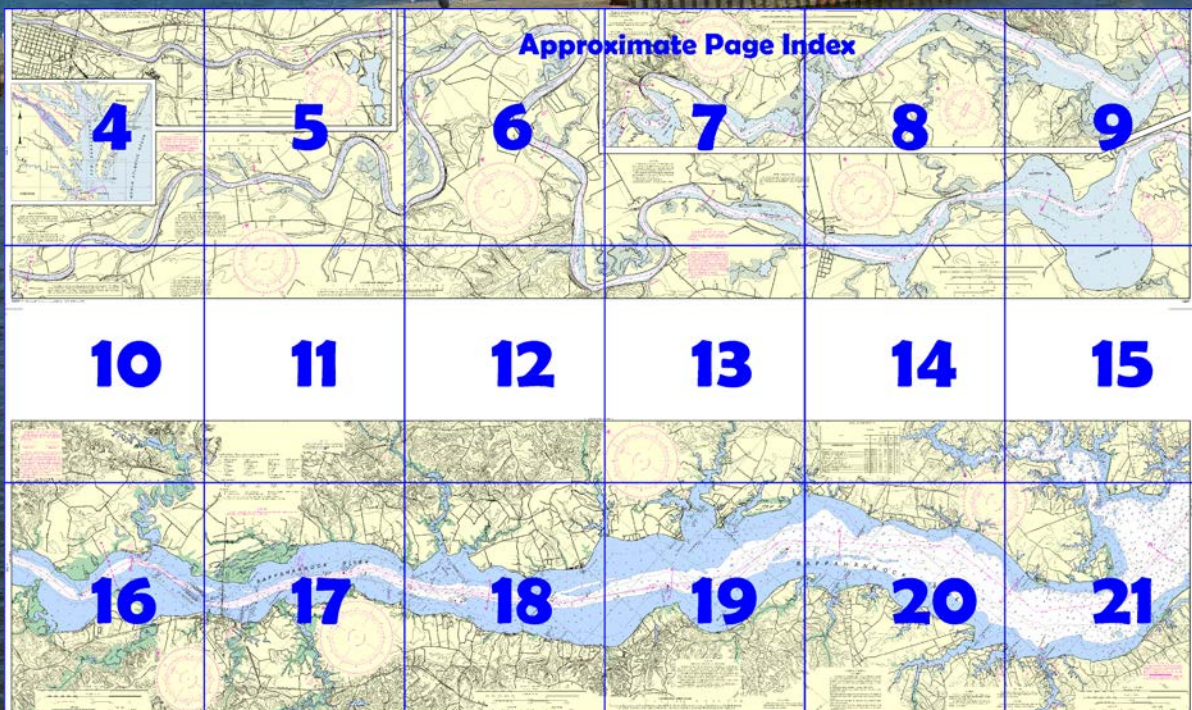


## ***Rappahannock River – Corrotoman River to Fredericksburg, VA*** **NOAA Chart 12237**

***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12237>.



#### (Selected Excerpts from Coast Pilot)

**Rappahannock River** flows into the west side of Chesapeake Bay 45.7 miles by channel from the Virginia Capes. Fredericksburg, 93 miles above the mouth, is the head of practical navigation. Traffic on the river consists chiefly of pulpwood, shellfish and shells, chemicals, and some sand and gravel. Drafts of vessels using the river seldom exceed 11 feet and are mostly 6 feet or less.

**Mileages** on Rappahannock River, such as Mile 15N and Mile 32W, are the nautical miles above the midchannel point on a line drawn from Stingray Point to Windmill Point. The letters N, S, E, or W following the

numbers denote by compass points the side of the river where each feature is located.

The river has natural depths of 15 feet or more to the bridge at Tappahannock, 37.4 miles above the mouth. Above this point, a Federal project provides for dredging of the bars to provide a channel 12 feet deep to Fredericksburg. In 1955-1977, the controlling depths were 8.5 feet from the bridge at Tappahannock to the bridge at Port Royal, Mile 68.3, thence 9 feet to the Fredericksburg Bar, Mile 93.0, thence 6.5 feet to Steamboat Wharf and 4 feet to the Standard Oil Co. Wharf, Miles 93.1 and 93.2, respectively, at Fredericksburg.

In general, vessels can anchor anywhere near the channel of the Rappahannock River where the bottom is soft and the depth suitable. Deep-draft vessels will find good anchorage 3 to 5 miles from the mouth. Carter and Urbanna Creeks are used extensively as harbors by small craft.

The channel from the mouth of Rappahannock River to Tappahannock is comparatively straight, but gradually decreases in width and leads between shoals that make out from both banks. The principal dangers are marked. Strangers can take a draft of 10 feet to Tappahannock by day with the aid of the chart, but navigation of the narrow, crooked channel farther up requires local knowledge. There are rocks in places on both sides of the channel for 4 miles below Fredericksburg, and the shores should be given a good berth. Strangers can safely carry a draft of 5 feet to Fredericksburg with the aid of the chart.

**Currents.**—The **currents** follow the general direction of the channel. The velocities throughout the river are usually weak, averaging less than 1 knot at the entrance to 1.4 knots at Tappahannock. Times of slack water and strength of current become later going upriver. These normal conditions are subject to change by winds and changes in drainage flow.

**Ice.**—During severe winters, **ice** closes the river nearly to Tappahannock, but in ordinary winters the channels are usually kept open by the river traffic. Ice sufficient to interfere with navigation of small craft will usually be encountered in January and February, particularly above Port Royal.

**Supplies and Repairs.**—The principal places along Rappahannock River for supplies and small-vessel **repairs** are Broad Creek, Carter Creek, and Urbanna Creek.

The entrance to Rappahannock River is between Stingray Point and **Windmill Point**, 45.7 miles above the Capes. This is the **Mile 0.0** for distances on the Rappahannock. The shores on both sides of the entrance are wooded; the two lights, off Stingray and Windmill Points, are the most prominent landmarks.

**Rappahannock Spit** extends southeastward from Windmill Point for about 4.5 miles, and has depths of 4 to 18 feet. **Windmill Point Light** (37°35'49"N., 76°14'10"W.), 34 feet above the water, is shown from a platform with a red and white diamond-shaped daymark, in depths of 12 feet on the spit 2.3 miles from the point.

Depths of 10 feet can be carried across Rappahannock Spit anywhere outside Windmill Point Light. About 0.4 mile outside the light, a buoyed lane that extends southwestward through the fishtraps is a short cut for lightdraft vessels approaching the river from northward.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward


on navigable waters except Western Rivers



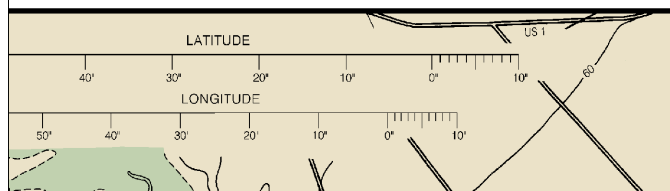
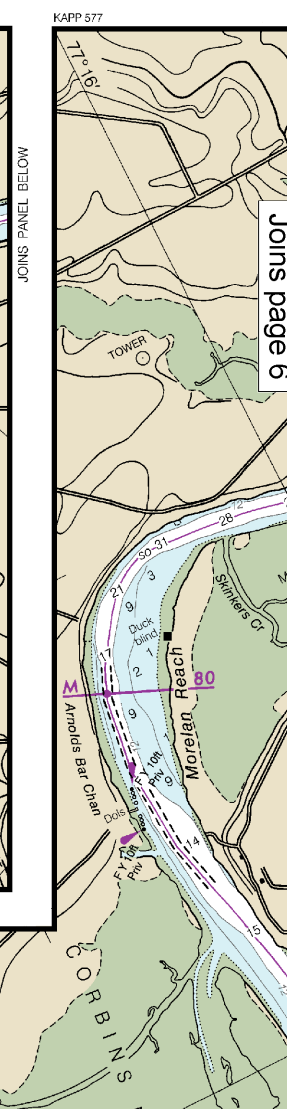
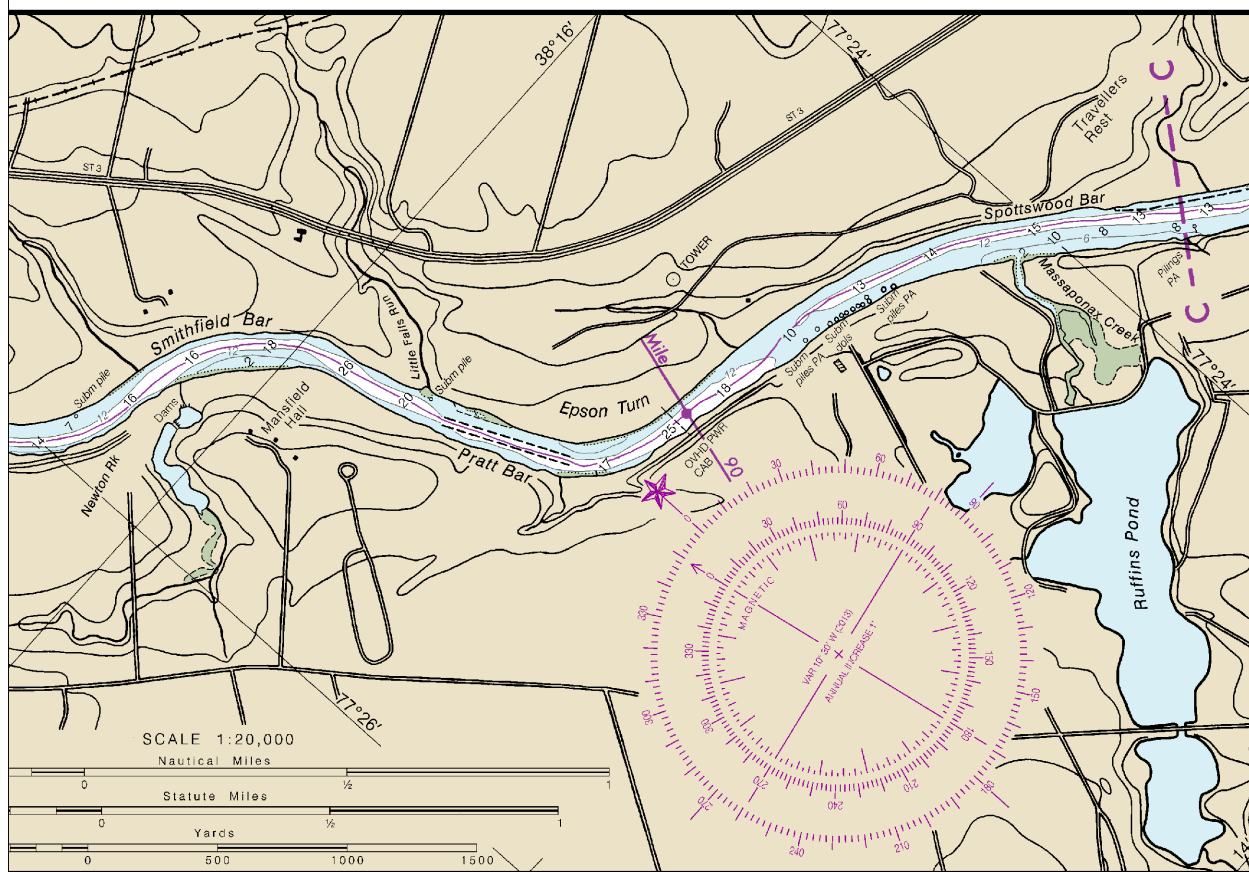
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

A topographic map of the study area. The map shows a creek flowing from the top left towards the bottom center. A road, labeled 'US 17', runs horizontally across the upper middle of the map. Contour lines are drawn to represent elevation, with some labeled '38' and '16'. A scale bar at the bottom right indicates a distance of 500 feet. A north arrow is located in the bottom right corner of the map area.

Mileage distances from the mouth of the Rhappahannock River, between Stingray Point and Windmill Point, are in International Nautical Miles, and are indicated thus:  Courses are TRUE and must be CORRECTED for any variation and compass deviation.

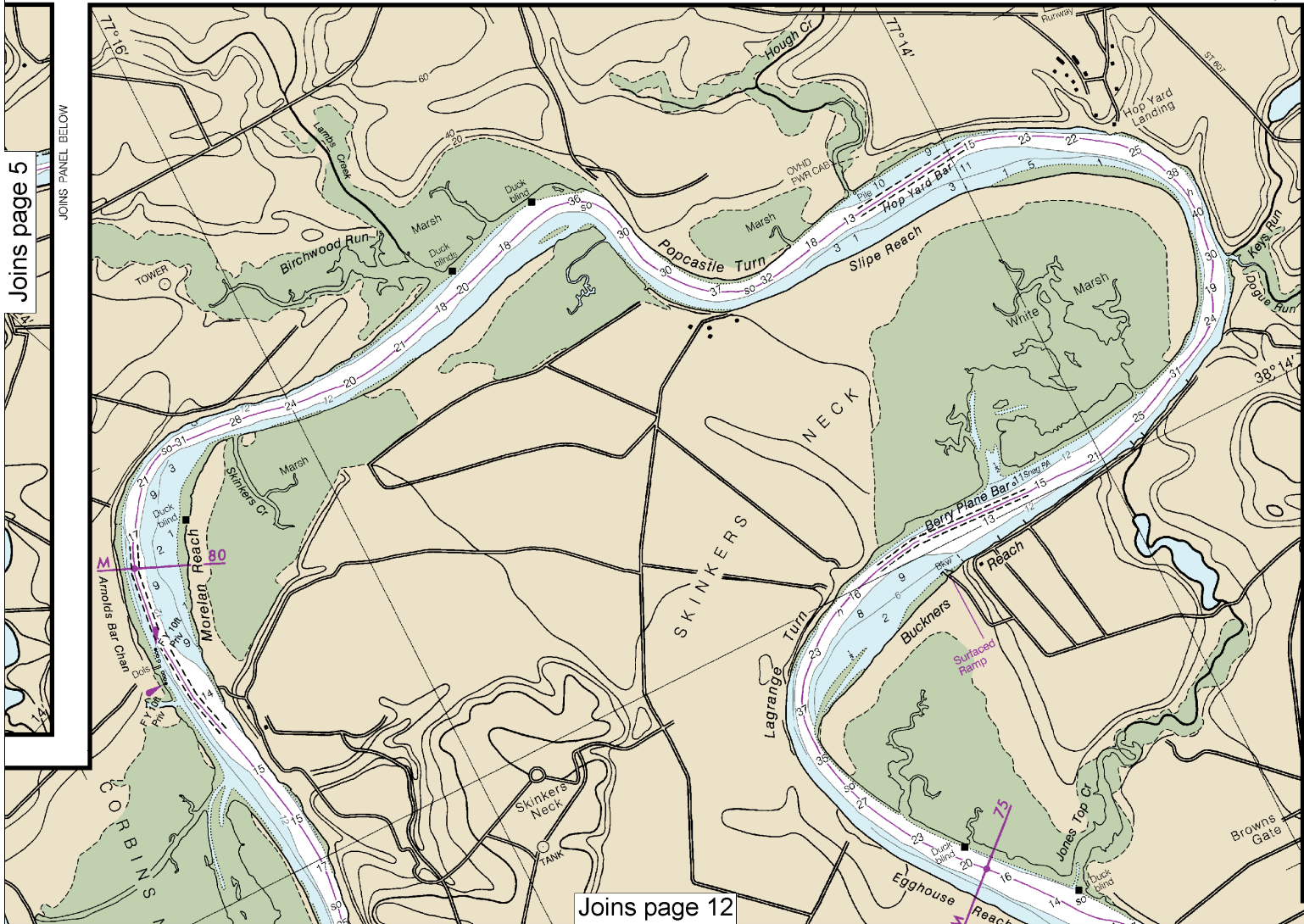




This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:26666. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

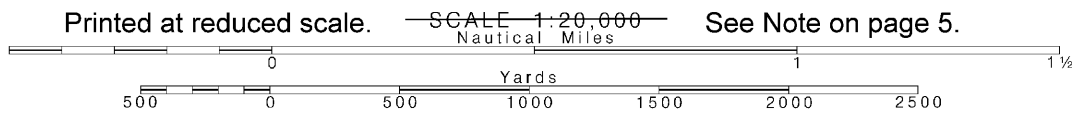
KAPP 577

Formerly 605-S



Joins page 12

Note: Chart grid lines are aligned with true north.





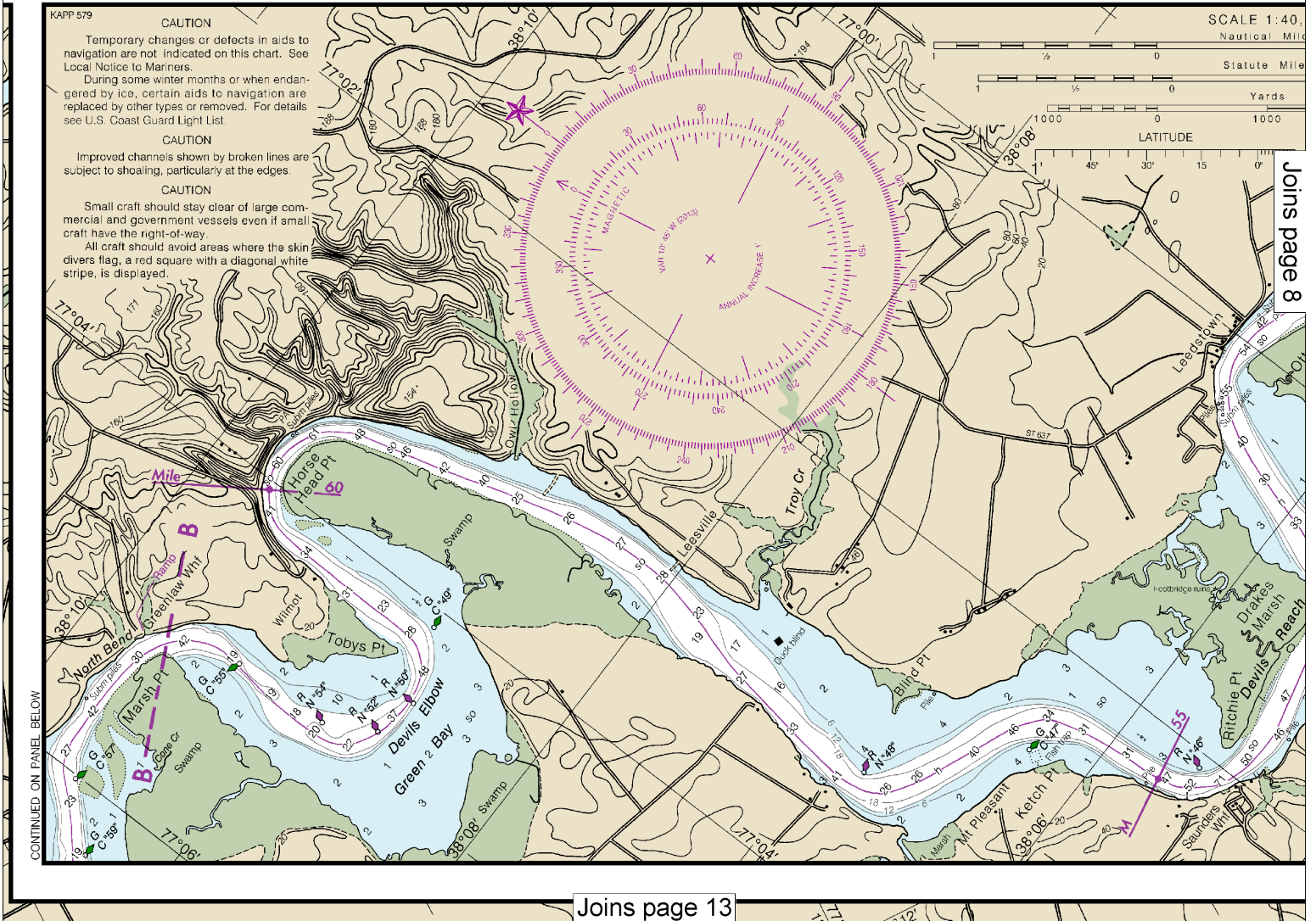
ABBREVIATIONS  
Aids to Navigation  
AERO  
Al alter  
B black  
Br brd  
C can  
DLA dia  
F float  
Fl flash  
Bottom chart  
Blks b  
bk brd  
Cy cle  
Miscellaneous  
AUTH  
FD ex  
21 W  
(2) Ro

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Millenbeck	(37°40'N/76°29'W)	1.5	1.4	0.1
Urbanna	(37°39'N/76°34'W)	1.6	1.5	0.1
Bayport	(37°43'N/76°40'W)	1.8	1.7	0.1
Wires Wharf	(37°52'N/76°47'W)	2.1	1.9	0.1
Tappanhook	(37°56'N/76°51'W)	1.9	1.8	0.1
Saunders Wharf	(38°05'N/77°02'W)	1.7	1.6	0.1
Park Turn	(38°13'N/77°15'W)	2.4	2.3	0.1
Hoppyard Landing	(38°15'N/77°14'W)	2.1	2.2	0.1
Massaponex Sand & Gravel	(38°15'N/77°25'W)	2.8	2.6	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Nov 2013)

SC, 1st Ed., 1965



# ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsC isophase	OBSC obscured	s seconds
Bn beacon	LT L-O lighthouse	OC obscuring	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

## Miscellaneous:

AUTH authorized	Obsln obstruction	PD position doubtful	Subm submerged
FD existence doubtful	PA position approximate	Reo reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

# MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD / Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

\* Recorded

## NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Manassas, VA	KHB-36	162.55 MHz	24 hours daily
Salisbury, MD	KEC-92	162.475 MHz	24 hours daily
Norfolk, VA	KHB-37	162.55 MHz	24 hours daily
Heathsville, VA	WXM-57	162.40 MHz	24 hours daily

## BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL
Hampton Roads, VA	NMN-80	2670 kHz	8:33 AM & 9:03 PM	* Recorded

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

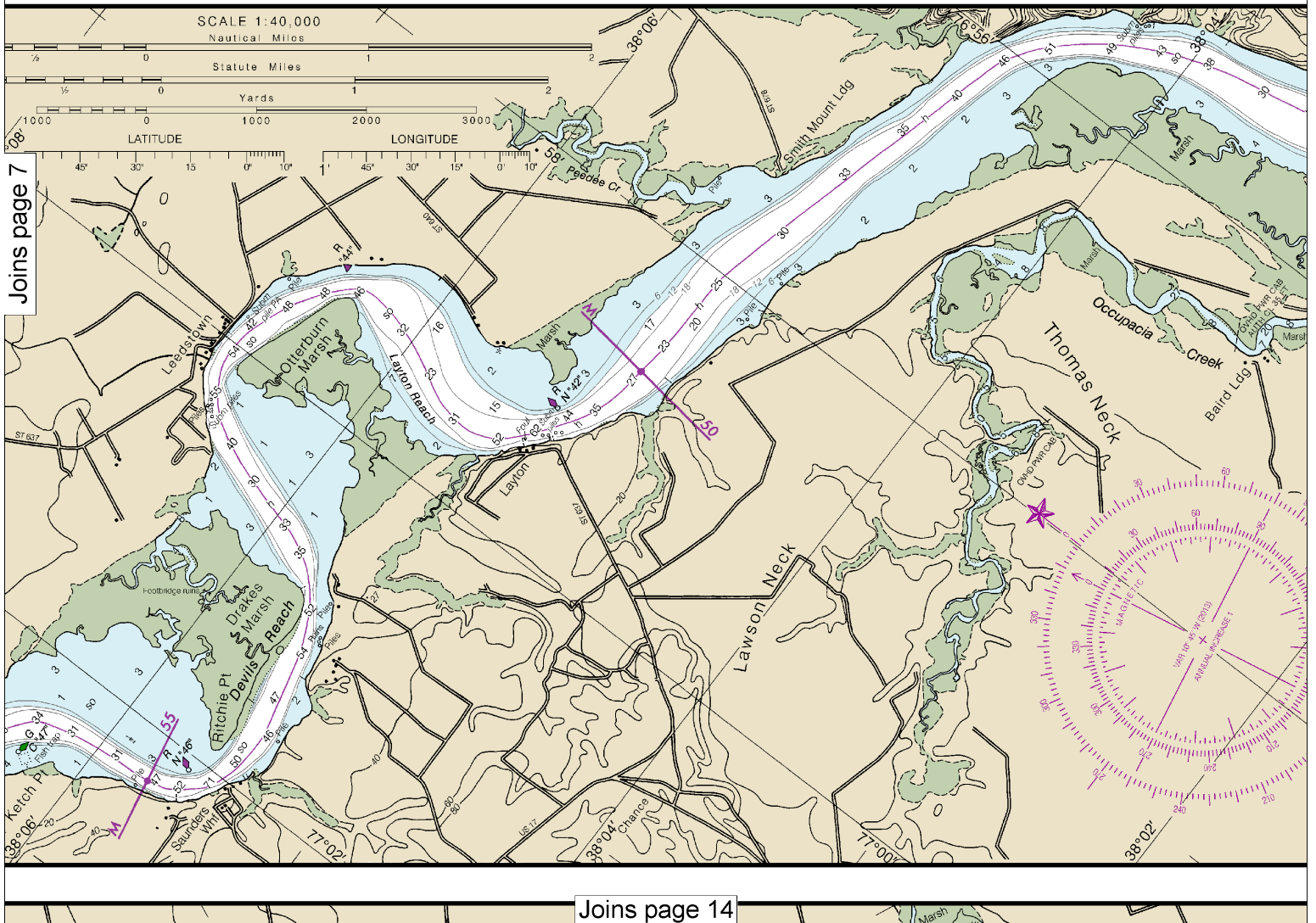
## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0261.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G BAU), Washington, D.C. 20593-0001.

heights (MLLW)
Mean low water
feet
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.2
water levels, see gov.

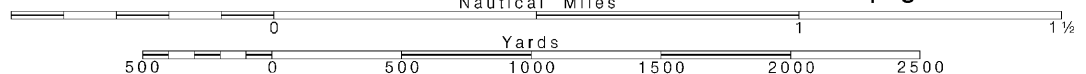


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





MERCATOR PROJECTION AT SCALE 1:20,000 & 40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

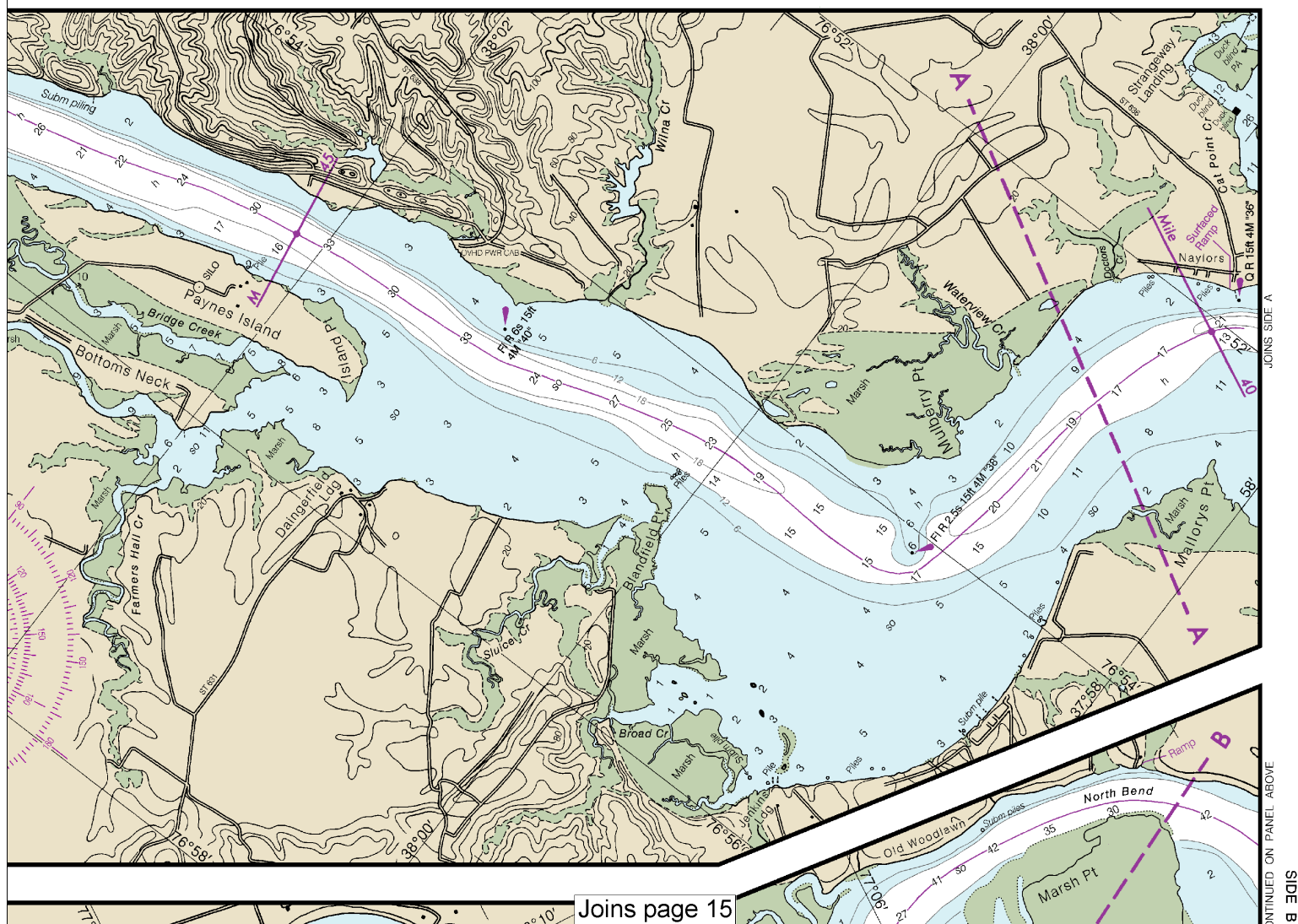


# NAUTICAL CHART 12237

## VIRGINIA RAPPAHANNOCK RIVER CORROTOMAN RIVER TO FREDERICKSBURG

Chart 12237

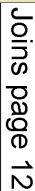
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



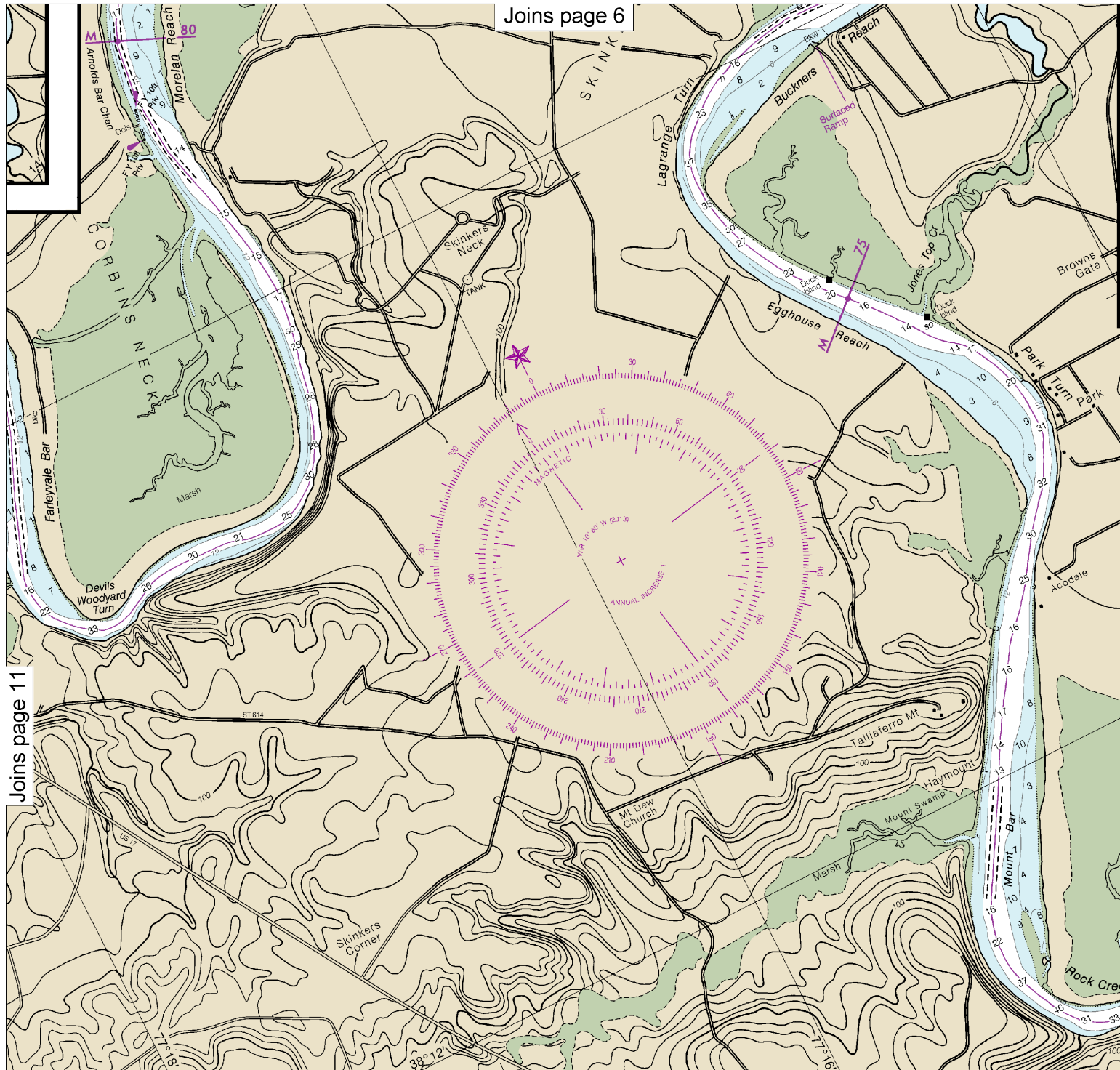




The image is a composite of two map sections. The left section shows a map with a scale bar and a bearing. The scale bar is labeled 'SCALE 1:20,000' and includes three units: Nautical Miles (0 to 1), Statute Miles (0 to 1), and Yards (0 to 1500). A bearing of  $17^{\circ}26'$  is indicated. The right section shows a topographic map with contour lines and a label 'Joins page 5' in a white box. The map features a blue area representing water and a brown area representing land. Contour lines are labeled with values such as 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000. The label 'Joins page 5' is located in the upper right corner of the right section.



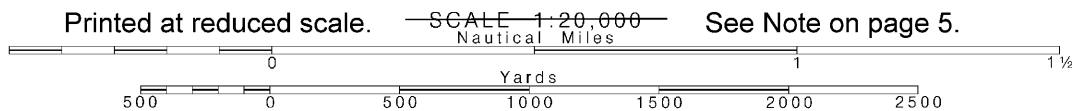
Joins page 17



Joins page 18

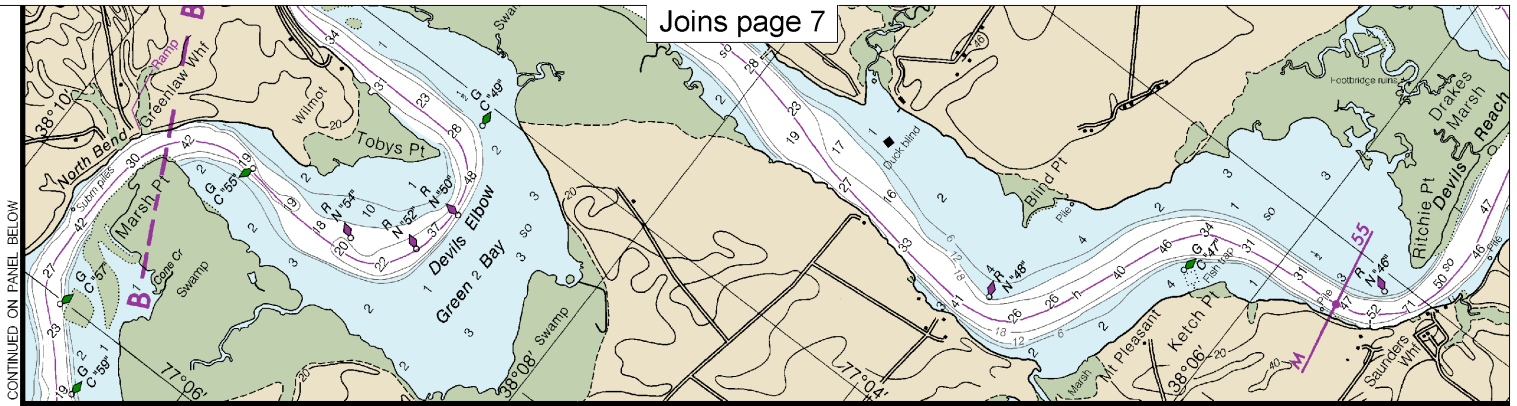
12

Note: Chart grid lines are aligned with true north.





Joins page 7



**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

**RAPPAHANNOCK RIVER**  
The controlling depth at mean lower low water across the bars between Port Royal Bridge and the Fredericksburg Bar was 10 feet for a width of 100 feet.  
Apr - Jun 1977

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

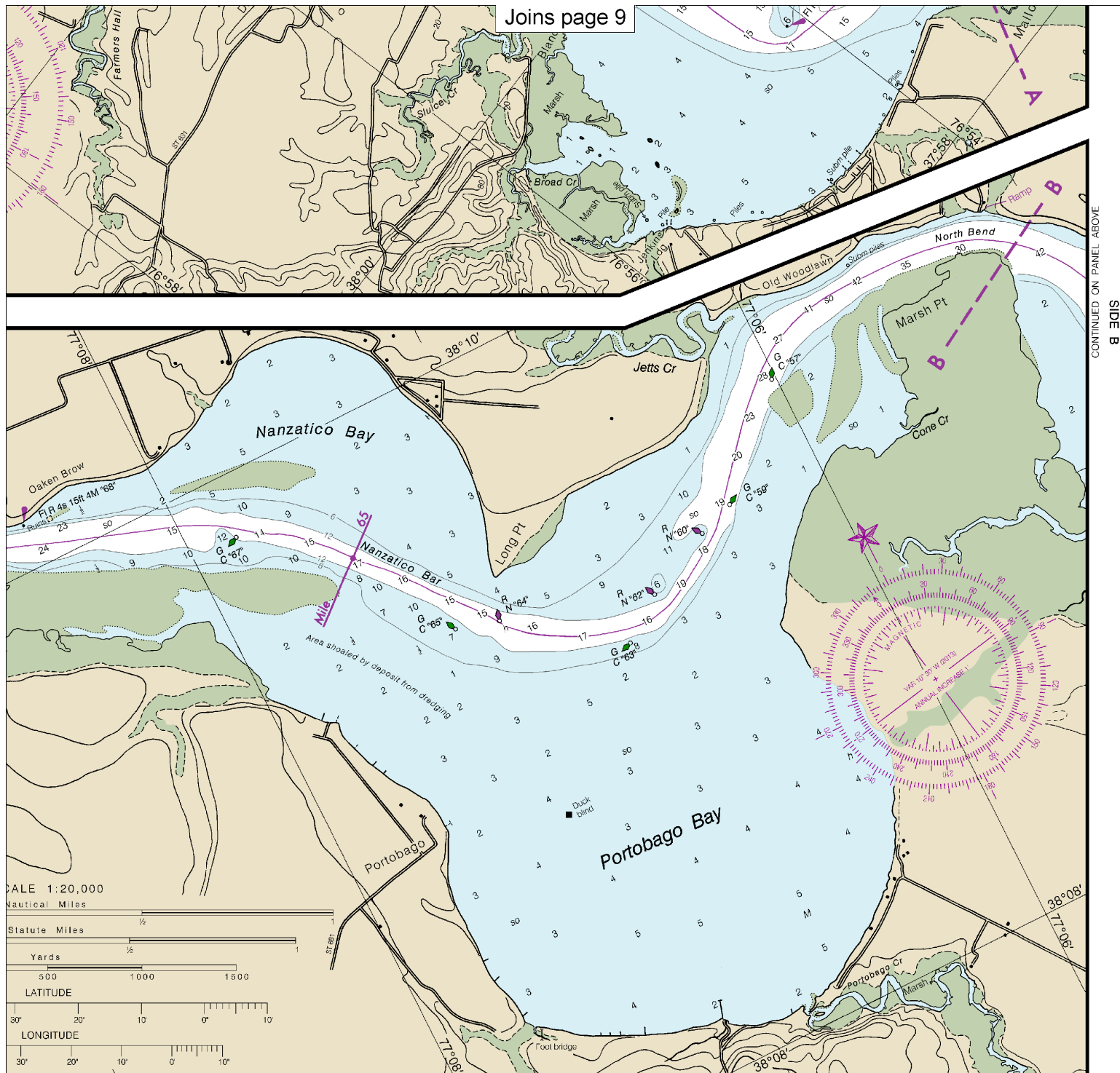
— — — — — Pipeline Area  
~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

Joins page 14

Joins page 19





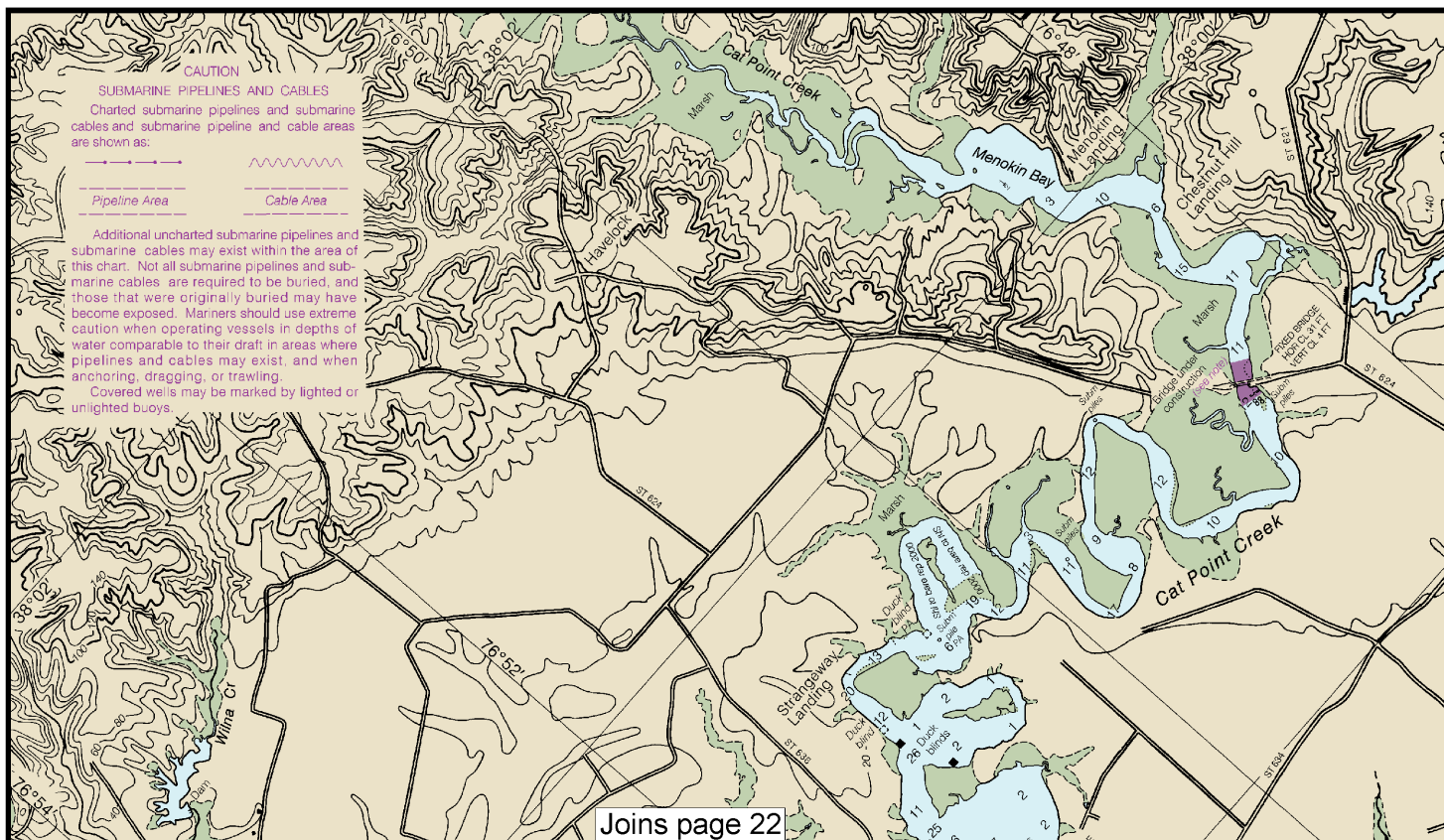
12237



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.477" northward and 1.115" eastward to agree with this chart.

12237



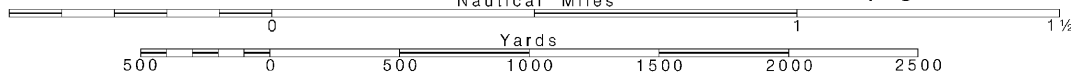
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.



**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N run                  | Rot rotating       |
| B black           | IsC isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

**Bottom characteristics:**

|              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | GrS grass | M mud   | S sand      | sy sticky |

**Miscellaneous:**

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obsn obstruction        | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**CAUTION**

**FISH TRAP AREAS AND STRUCTURES**

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

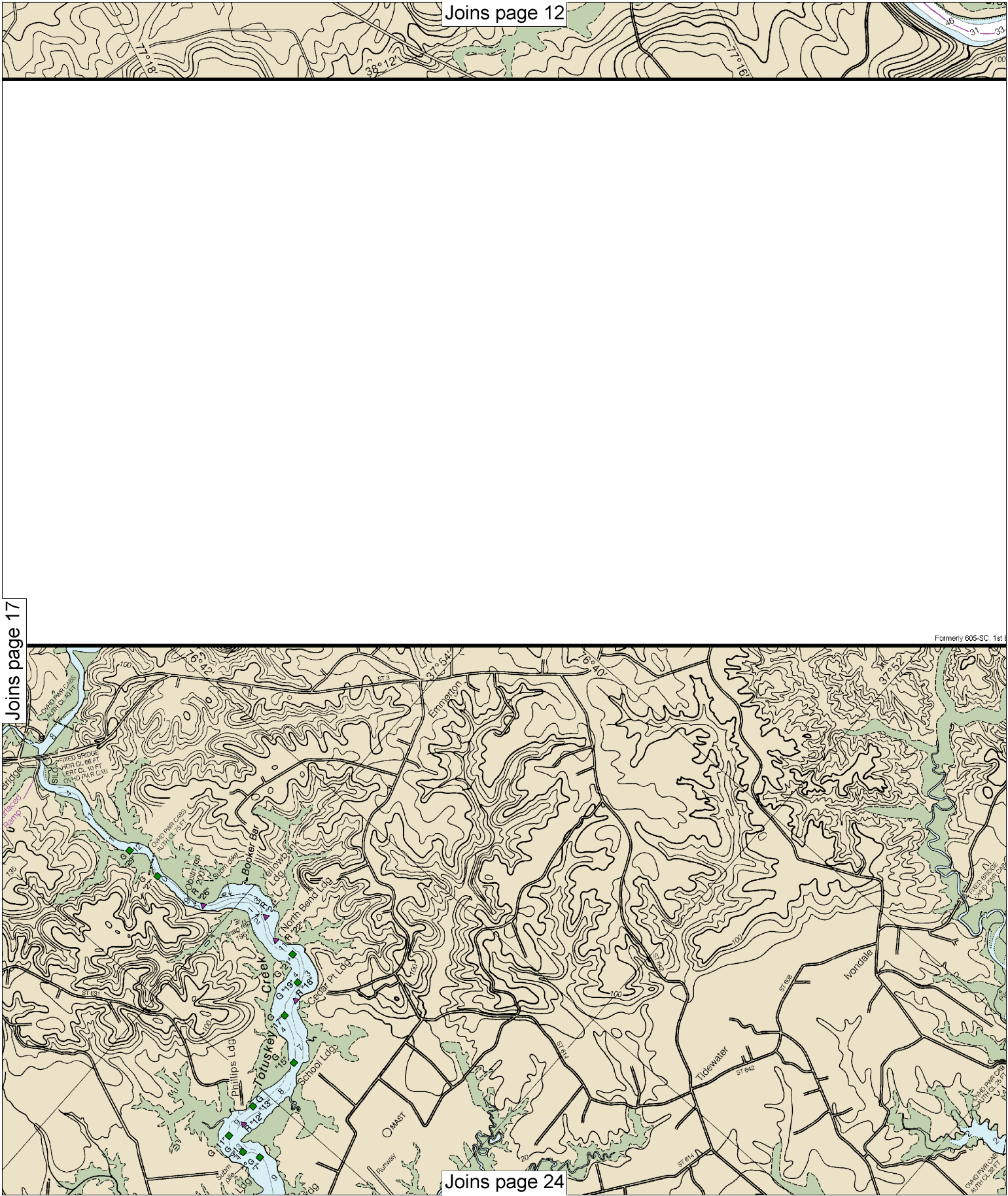
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Ⓟ Pump-out facilities

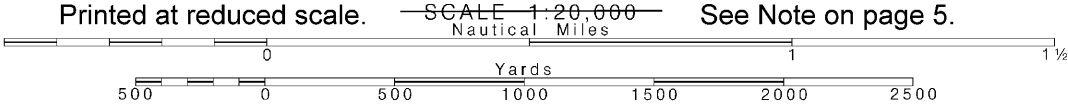
**CAUTION**

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

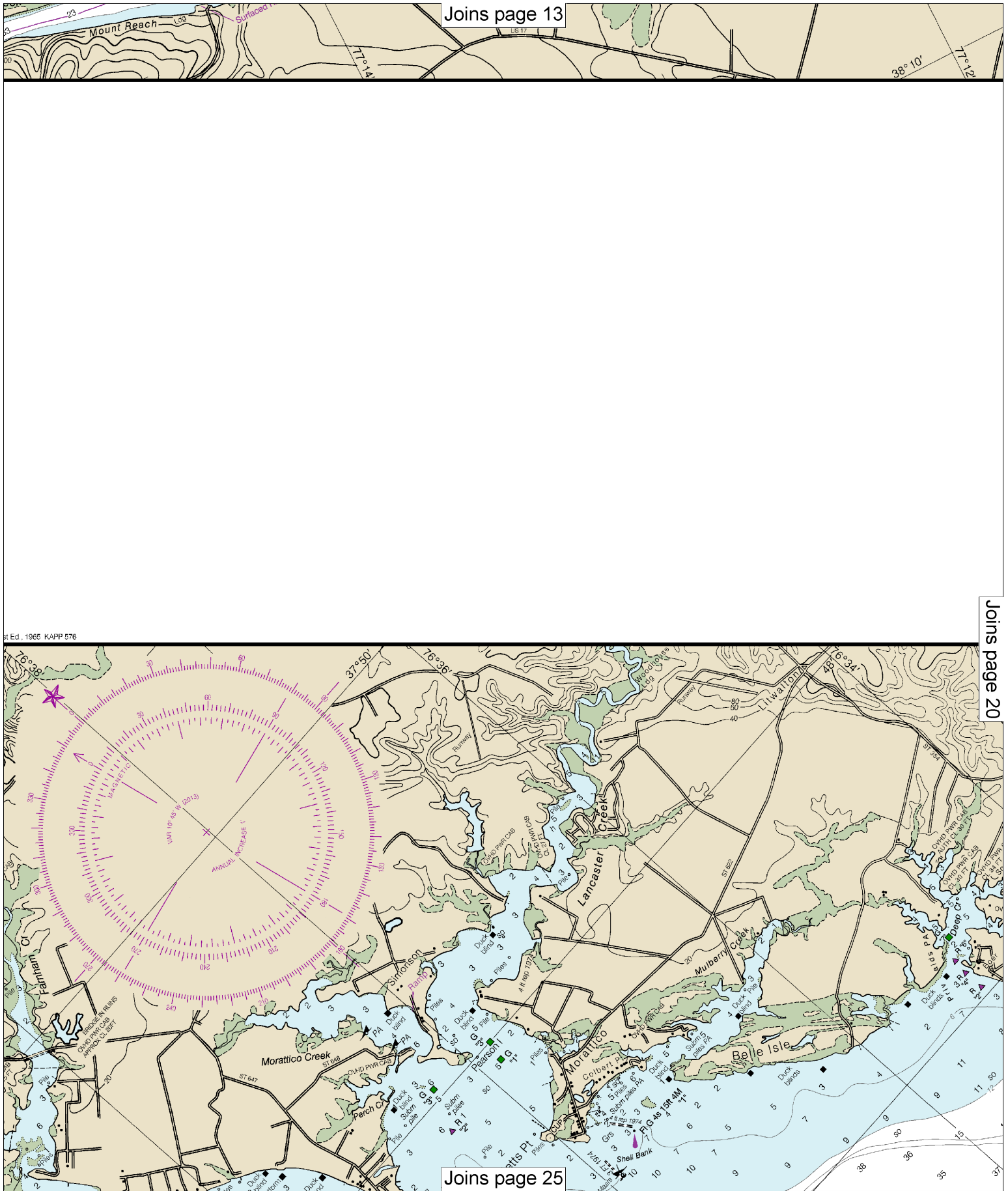
**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

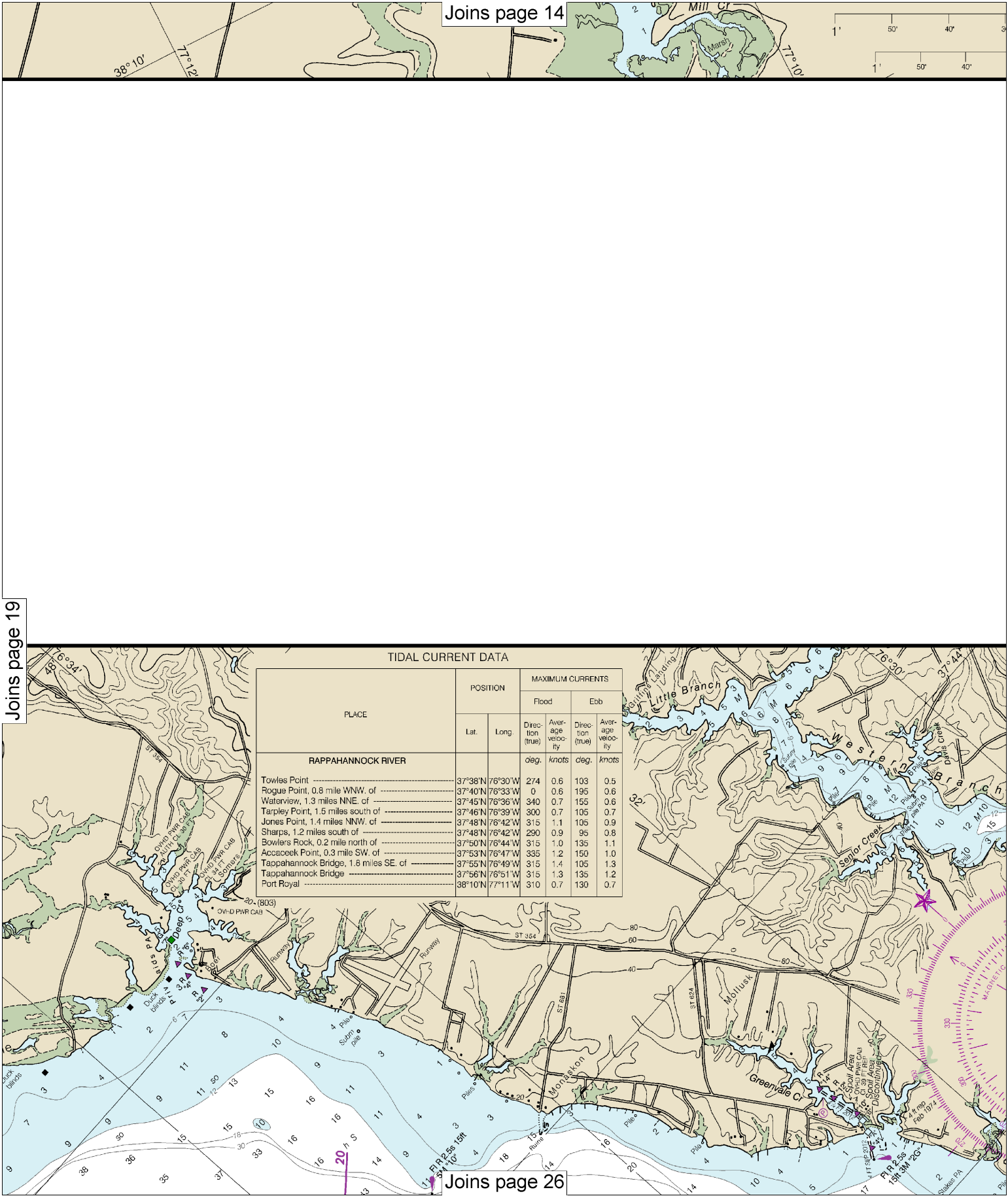


Note: Chart grid lines are aligned with true north.



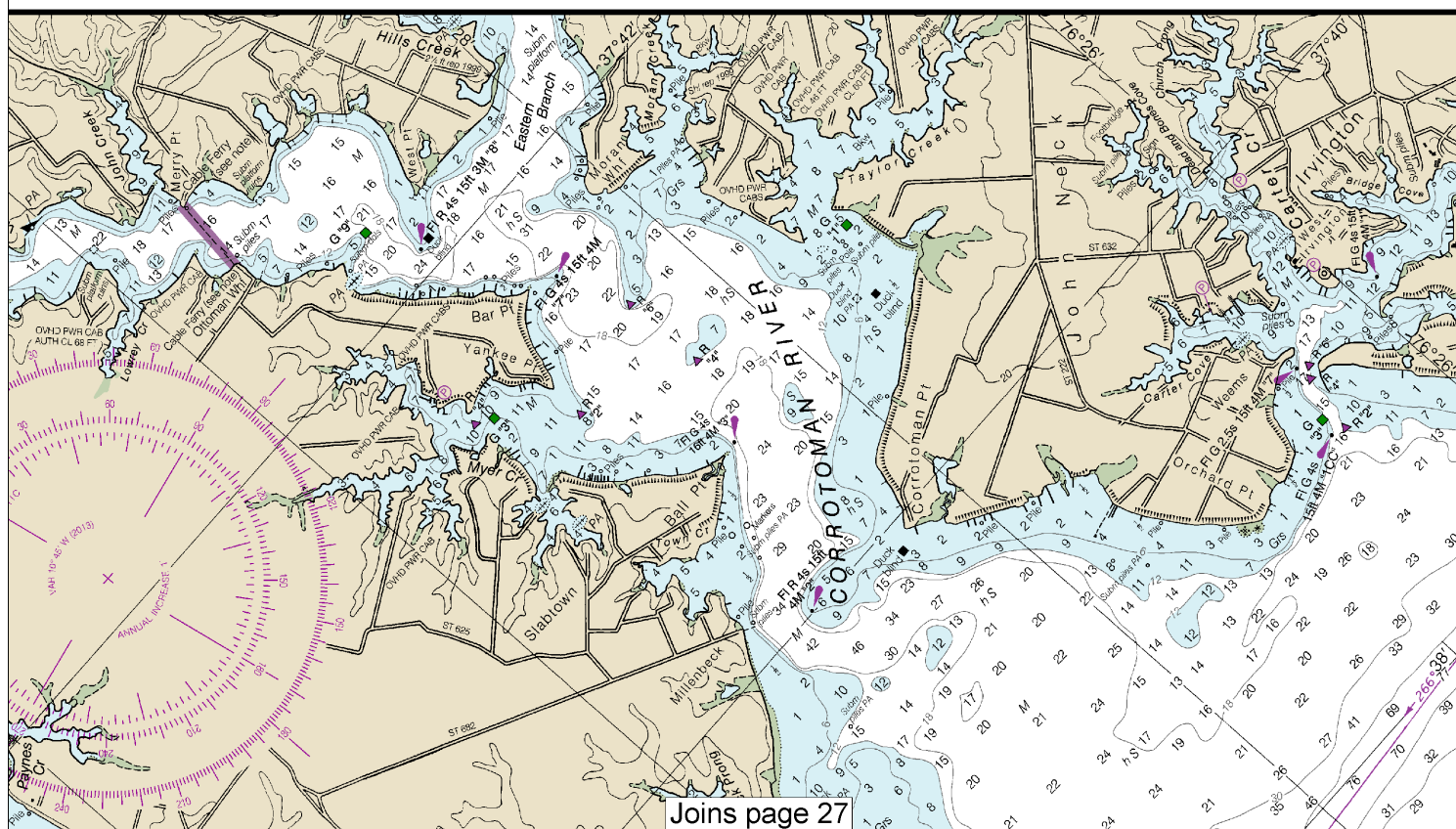




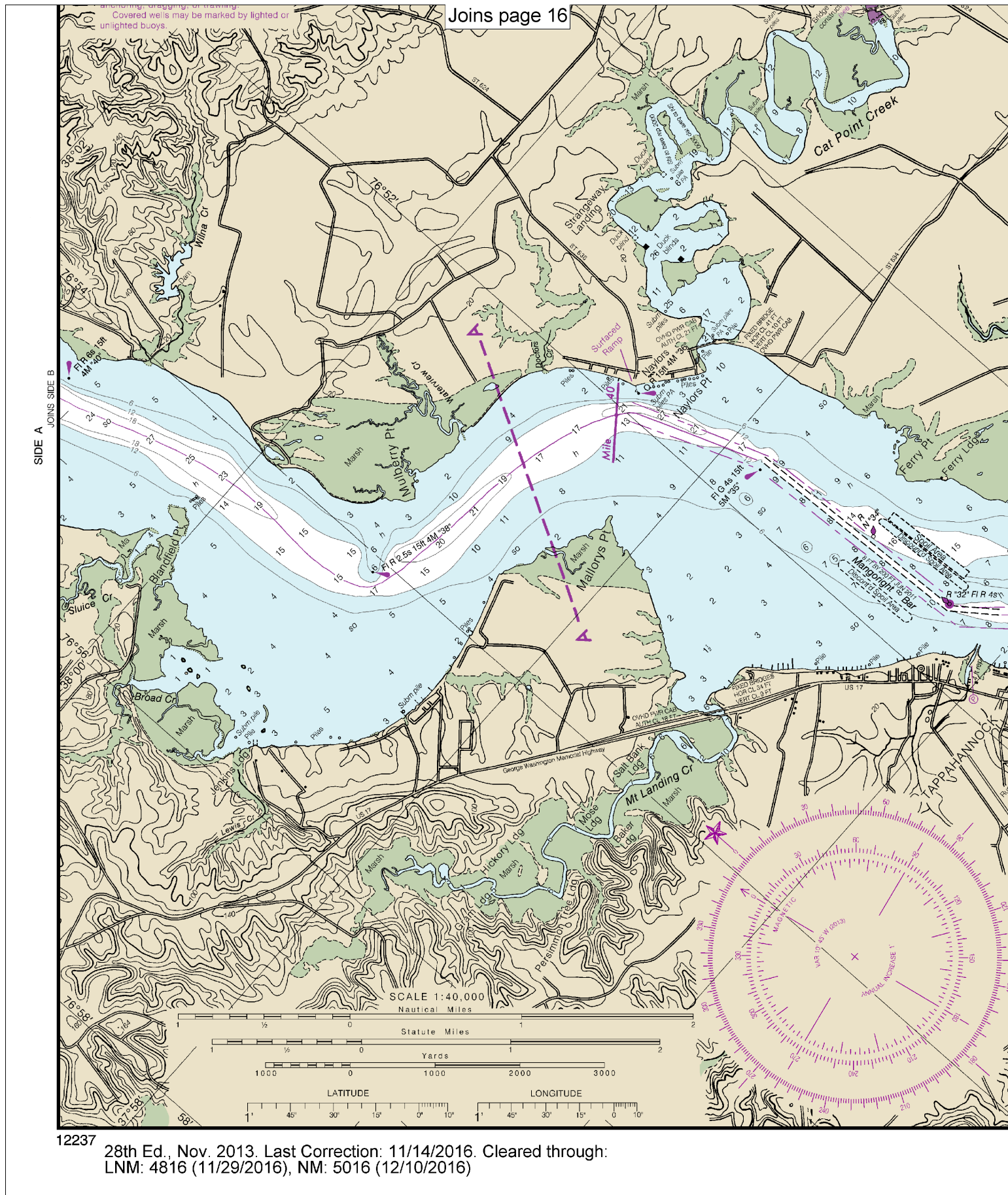




12237







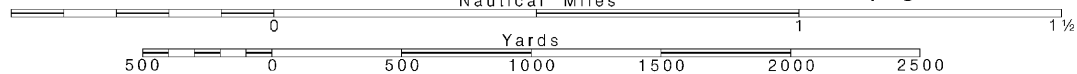
22

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Ⓟ Pump-out facilities

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta lined bridge construction area. Mariners are advised to proceed with caution.

Joins page 17



Joins page 24







**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

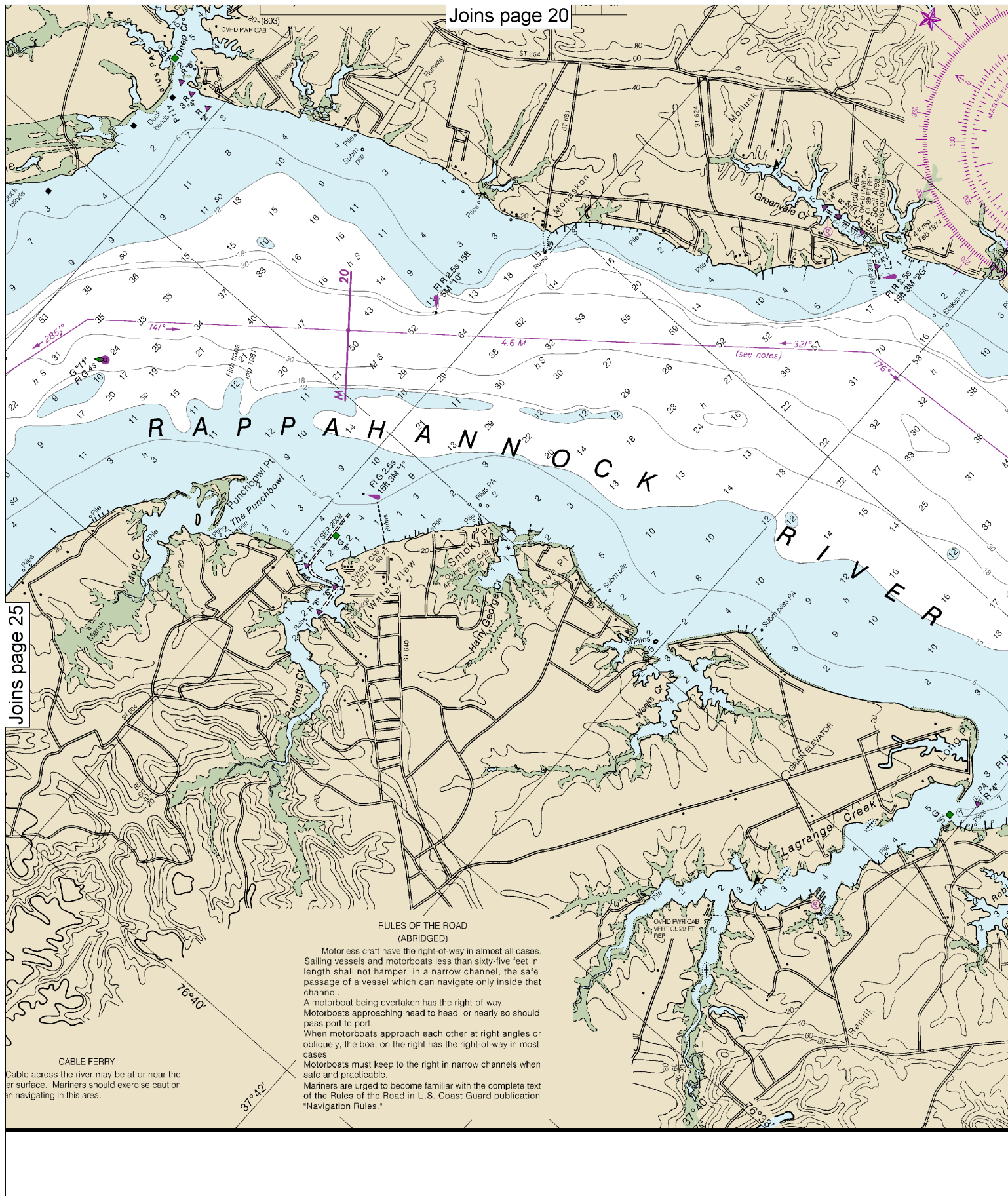
**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

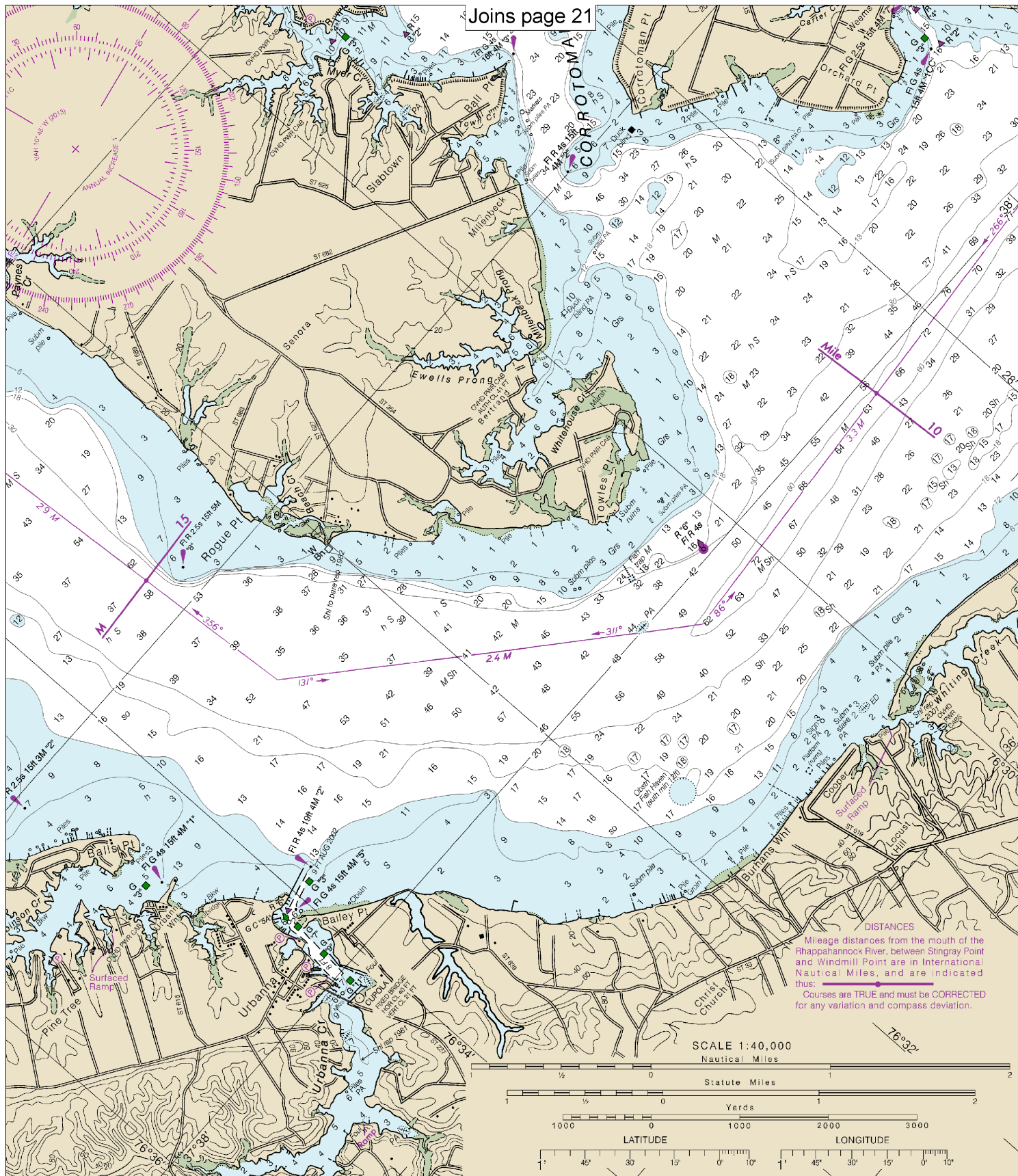
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

### CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.











## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

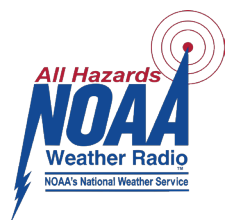
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

|                                                 |   |                                                                                                                                                   |
|-------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------|
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| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>                                                                   |
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| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>                                                                                 |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>                                                                         |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>                                                                                     |
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